



NATIONAL POLICE
AIR SERVICE

NPAS BVLOS Trial

Engagement Strategy

Stage 3 Consult / Engage

ACP-2024-035

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Referenced Documents

Ref No	Name and description	Links
1	CAP1616: The Process for Changing the Notified Airspace Design	Link to CAP1616
2	CAP1616g: Guidance on Airspace Change Process for Temporary and Trial Airspace Change Proposals	Link to CAP1616g
3	Airspace Change Portal Page for ACP-2024-035	Link to Website
4	CAP1616i: Environmental Assessment Requirements and Guidance for Airspace Change Proposals	Link to CAP1616i
5	Assessment Meeting Minutes	Link to Assessment Meeting Minutes
6	CAP2989: Temporary or Trial ACP for BVLOS – additional guidance	Link to CAP2989

1. Introduction

1.1 Purpose

- 1.1.1 This engagement strategy describes the objectives, intended audience, engagement materials and engagement activities, to demonstrate how NPAS will facilitate effective engagement with our relevant stakeholders for the NPAS BVLOS Trial (ACP-2024-035).
- 1.1.2 This trial aims to support the integration of new airspace users by operating a Remotely Piloted Aircraft System (RPAS) Beyond Visual Line of Sight (BVLOS), alongside crewed aircraft.
- 1.1.3 The trial will collect data to help inform the production of new policies on the integration of new airspace users. As well as investigate the use case for RPAS to be a cost-effective addition to existing crewed aircraft operations, enabling a diverse, efficient, and responsive fleet for emergency services.
- 1.1.4 The NPAS BVLOS Trial is currently in Stage 3 of the CAA’s CAP1616 process, Consult / Engage (Reference 1). Guidance for Temporary and Trial Airspace Changes is also being followed and can be found in CAP1616g (Reference 2).
- 1.1.5 Progress of this ACP through the CAP1616 process can be found on the CAA Airspace Change Portal (Reference 3).

2. Objectives

2.1 Engagement Objectives

- 2.1.1 This engagement strategy has been developed to ensure:
 - Stakeholders are informed of the impacts of the proposed trial at a formative stage.
 - Stakeholders are able to provide considered feedback on the proposal.

3. Summary of Engagement Activity Undertaken to Date

3.1 Early Engagement Activities

- 3.1.1 Various stakeholders have been engaged during previous stages of the CAP1616 process, Stages 1 and 2. This early engagement has taken place to obtain necessary inputs for assessments and option development.
- 3.1.2 This includes liaising with Natural England for input to the Habitat Regulation Assessment (HRA) Screening as recommended in CAP1616i (Reference 4). Due to a subsequent change to the TRA design which now involves overflying both England and Wales, the HRA Screening has been updated. Natural England have been made aware of this change and Natural Resources Wales have now been contacted.
- 3.1.3 Preliminary conversations have occurred to determine the feasibility and operability of the trial with various organisations including the Air Ambulance, Avonmouth Helipad and Bristol ATC.

4. Audience

4.1 Stakeholders

4.1.1 At the Assessment Meeting (Reference 5), it was agreed with the CAA that the stakeholders for this proposal are primarily within the aviation industry.

4.1.2 Targeted stakeholders are:

Relevant Air Navigation Service Provider (ANSP):

- Bristol ATC (NATS) is the ANSP for the lower airspace in the vicinity. They currently provide a basic service to crewed NPAS operations and will provide such for the trial RPAS operations.
- Cardiff ATC (NATS) is in the vicinity of the TRA. NPAS are not expecting to interact directly with Cardiff ATC, however, Bristol ATC will coordinate with them when providing any service to the RPAS trial.
- NATS (NERL) provide ANSP services for all high-level UK airspace. Although the trial will operate below the NERL airspace, they are a member of NATMAC and have been included for reference.

Relevant Airports:

- Bristol Airport is located 7.5 nautical miles (nm)¹ to the South-east of Avonmouth Helipad and is the closest airport to the proposed TRA.
- Cardiff Airport is located 24.5nm to the South-west of Avonmouth Helipad.

Ministry of Defence (MoD): Engaged via Defence Airspace and Air Traffic Management (DAATM). DAATM is a focal point for all aviation matters which may impact military airspace or operations. DAATM collects feedback from all branches of the military which may be impacted to provide a single response.

Relevant National Air Traffic Management Advisory Committee (NATMAC) members: We limit this to those organisations which have members who may operate in the proposed trial area or have particular interest in RPAS.

Table 1: NATMAC Stakeholders

Organisation	Justification
Airfield Operators Group (AOG)	NATMAC Member – Airspace User
Aircraft Owners and Pilots Association (AOPA)	NATMAC Member – Airspace User
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	NATMAC Member – RPAS interest
Aviation Environment Federation (AEF)	NATMAC Member – Environmental interest of RPAS

¹ Distances are measured in a straight line, rounded up to the nearest 0.5nm.

British Balloon and Airship Club (BBAC)	NATMAC Member – Airspace User
British Business and General Aviation Association (BBGA)	NATMAC Member – Airspace User
British Gliding Association (BGA)	NATMAC Member – Airspace User
British Helicopter Association (BHA)	NATMAC Member – Airspace User
British Microlight Aircraft Association (BMAA)	NATMAC Member – Airspace User
British Skydiving	NATMAC Member – Airspace User
Drone Major	NATMAC Member – Interest in RPAS
General Aviation Alliance (GAA)	NATMAC Member – Airspace User
Honourable Company of Air Pilots (HCAP)	NATMAC Member – Airspace User
Helicopter Club of Great Britain (HCGB)	NATMAC Member – Airspace User
Light Aircraft Association (LAA)	NATMAC Member – Airspace User
PPL/IR (Europe)	NATMAC Member – Airspace User

Other Stakeholders: Stakeholders of the proposed trial who are not covered by any other category.

Table 2: Other Stakeholders

Organisation	Justification
Air Ambulance	Owners of Almondsbury site Site located under the proposed TRA
Avon and Somerset Police Force	Police force under the proposed TRA
Avon Model Aero Club (AMARC 2002)	Site located under the proposed TRA
Badminton Airstrip (Badminton Estate)	Low level airspace users in proximity to proposed TRA
Bristol and Gloucestershire Gliding Club (BGGC)	Low level airspace users in proximity to proposed TRA
Bristol Harbour	Site located under the proposed TRA
Bristol Radio Control Model Aircraft Club (BRCMAC)	Site located under the proposed TRA
British Model Flying Association (BMFA)	Low level airspace users
British Hang Gliding and Paragliding Association (BHPA)	Low level airspace users
Cotswold Gliding Club	Low level airspace users in proximity to proposed TRA

Gloucester Police Force	Police force in proximity to proposed TRA
Gwent Police Force	Police force in proximity to proposed TRA
Landit RC	Low level airspace users in proximity to proposed TRA
Maritime and Coastguard Agency (MCA)	Low level airspace users
National Grid	Pylon maintenance
National Fire Chiefs Council (NFCC)	Low level airspace users
National Police Chiefs Council (NPCC)	Low level airspace users
Natural England	Statutory Conservation body for England, whose sites are located under the proposed TRA
Natural Resources Wales	Statutory Conservation body for Wales, whose sites are located under the proposed TRA
Nuclear Restoration Services for Berkley	Controlling Authority for Restricted area R155 which is within the proposed TRA
Nuclear Restoration Services for Oldbury	Controlling Authority for Restricted area R154 which is within the proposed TRA
Royal Society for the Protection of Birds (RSPB) Newport Wetlands	Site located under the proposed TRA
South Wales Gliding	Low level airspace users in proximity to proposed TRA
The Bristol Port Company	Owner of Avonmouth Helipad

- 4.1.3 Only the organisations listed within this document will be formally contacted for feedback. However, NPAS welcomes feedback from any individual or organisation which considers the changes within the proposal may impact them.

4.2 Information Needs

- 4.2.1 As the target audience primarily consists of aviation stakeholders, it is deemed appropriate to contact stakeholders via known e-mail addresses.

5. Approach

5.1 Notification, Activity and Response

- 5.1.1 Emails will be sent to targeted stakeholders with engagement material and an invitation to provide feedback. If further clarification is requested, NPAS will assess the need for an online meeting and arrange as appropriate.
- 5.1.2 A set of questions will be provided within the engagement material which stakeholders will be asked to use to help formulate their response. The material will request that stakeholders provide a formal confirmation of ‘no comment’ if they do not wish to provide input.
- 5.1.3 A reminder will be sent at the mid-point of our engagement, and towards the end of the engagement period, to any stakeholders who have not yet responded.

5.2 Timetable

- 5.2.1 Table 3 below sets out a timetable of engagement activities including mid-point and final reminders.

Table 3: Engagement Activity Timetable

Date	Channel/Method	Activity
22 nd November 2024	E-mail and NPAS website	Launch engagement period, notify stakeholders, and send engagement material
w/c 9 th December	E-mail	Mid-point reminder
16 th December 2024	Email	Final reminder

5.3 Contingency

- 5.3.1 It is acknowledged that unexpected events could impact the successful delivery of this engagement. We will respond to unforeseen circumstances in a managed and proportionate way.
- 5.3.2 Should any unexpected events occur, NPAS will assess the circumstances, how far the engagement has progressed, and how many responses have been received.
- 5.3.3 Depending on the nature of the occurrence, NPAS will consider if the engagement period should be extended beyond four-weeks. Should any changes to the engagement strategy be required, we will inform our stakeholders via email and relevant materials will be updated to reflect any changes.

6. Materials

6.1 Resources

- 6.1.1 An engagement document will be produced and emailed to all targeted stakeholders. This document will contain information on the trial's objectives, the current airspace, the proposed TRA and trial activities, the potential impacts of the trial, and how to provide feedback.
- 6.1.2 We will primarily be targeting aviation experts, as such, the materials will contain some technical information. We will endeavour to make this as concise and accessible as possible for those without prior aviation or technical knowledge. We will provide sufficient detail to ensure respondents understand the issues. However, we will also be clear that airspace change is complex, and some parts of the material are written for a technical aviation audience.

7. Length

7.1 Engagement Duration

- 7.1.1 The engagement will commence on Friday 22nd of November and end on Sunday 22nd of December 2024, a period of four-weeks and three days.
- 7.1.2 This is considered sufficient, proportionate and is in accordance with durations detailed in CAP2989 (Reference 6). In addition to this, some stakeholders (such as Bristol ATC) have been actively engaged throughout the design process to make sure the proposal is operable whilst minimising the impact on stakeholders. Therefore, four-weeks and three days is an appropriate length for this engagement as the target audience is primarily aviation stakeholders, minimal impact is anticipated, and there are no holidays within the period.

8. Post Engagement

8.1 Responses

- 8.1.1 Feedback received will be analysed and categorised based on its relevance and potential impact on the proposed airspace trial. How feedback has been actioned will be included within the ACP submitted in Stage 4 of CAP1616.

8.2 Next Steps

- 8.2.1 Engagement materials will be finalised, and engagement conducted in line with this strategy.

End of NPAS BVLOS Trial: Engagement Strategy